



National Transportation Safety Board Aviation Accident Final Report

Location:	McGrath, AK	Accident Number:	ANC07LA067
Date & Time:	07/18/2007, 2102 AKD	Registration:	N401LC
Aircraft:	Lockheed 382G-44K-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The airline transport pilot departed a gravel runway on a positioning flight under Title 14, CFR Part 91. During initial climb after takeoff, the airplane would not pressurize. Upon inspection at the destination airport, it was found that the tail had dragged on the gravel runway during takeoff from the departure airport, puncturing the skin and pressure vessel.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive rotation of the airplane during takeoff, which resulted in dragging the tail on the runway and substantial damage.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) ROTATION - EXCESSIVE - PILOT IN COMMAND

Factual Information

On July 18, 2007, about 2102 Alaska daylight time, a Lockheed 382G-44K-30 airplane, N401LC, sustained substantial damage when the tail dragged the ground during takeoff at an airstrip 24 miles west-northwest of McGrath, Alaska. The airplane was being operated by Lynden Air Cargo, Anchorage, Alaska, en route to Anchorage, as an instrument flight rules (IFR) positioning flight under Title 14, CFR Part 91, when the accident occurred. The airline transport certificated pilot, co-pilot, and two loadmasters were not injured.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on August 19, the director of operations for the operator said during takeoff from a gravel airstrip, the pilot over-rotated the airplane, and the tail dragged the ground. He said the pilot reported that during initial climb after takeoff, the airplane's cabin failed to pressurize, and that an inspection of the airplane revealed a tear in the bottom skin of the tail, which compromised the pressure vessel of the airplane's cabin. The director of operations said the pilot told him the tear was not present during the airplane's preflight inspection.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	04/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	04/01/2007
Flight Time:	18000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 233 hours (Last 90 days, all aircraft), 59 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	02/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	08/01/2006
Flight Time:	20000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Lockheed	Registration:	N401LC
Model/Series:	382G-44K-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	4606
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	04/01/2007, AAIP	Certified Max Gross Wt.:	155000 lbs
Time Since Last Inspection:		Engines:	4 Turbo Prop
Airframe Total Time:	43658 Hours as of last inspection	Engine Manufacturer:	Allison
ELT:	Installed, not activated	Engine Model/Series:	501-D-22A
Registered Owner:	LYNDEN AIR CARGO L L C	Rated Power:	4500 hp
Operator:	LYNDEN AIR CARGO L L C	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	Lynden Air Cargo	Operator Designator Code:	LR7A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.66 inches Hg	Temperature/Dew Point:	23° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McGrath, AK	Type of Flight Plan Filed:	VFR
Destination:	Anchorage, AK (PANC)	Type of Clearance:	None
Departure Time:	2102 ADT	Type of Airspace:	

Airport Information

Airport:	Ganes Creek	Runway Surface Type:	Gravel
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	62.992222, -156.525278

Administrative Information

Investigator In Charge (IIC):	Lawrence R Lewis	Report Date:	11/29/2007
Additional Participating Persons:	Tomas O Fast; Anchorage FSDO-03; Anchorage, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).